

BookletChartTM

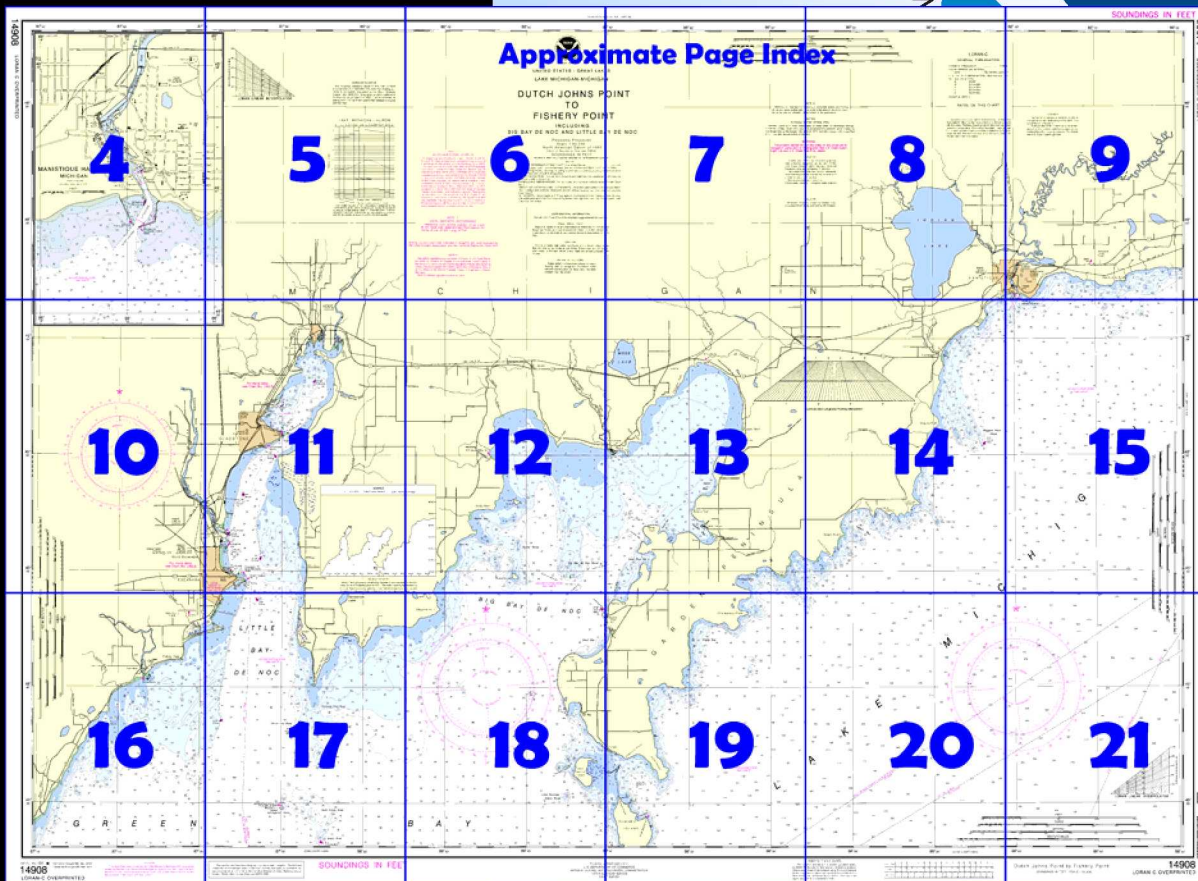
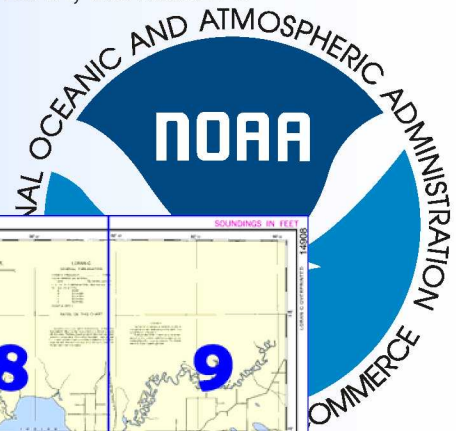
Dutch Johns Point to Fishery Point

(NOAA Chart 14908)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

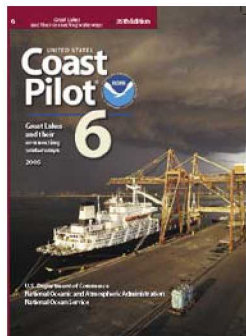
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 11 excerpts].

(918) **Summer Island** and **Little Summer Island**, the northernmost islands in the mouth of Green Bay, are 2 miles S and 3 miles W, respectively, of **Point Detour**, the S tip of Garden Peninsula which encloses the N end of Green Bay. The islands are connected by a sandy and stony flat which also reaches NE to the mainland. There are numerous rocks awash in this area. Depths over the flat are 1 to 3 feet between the islands and 5 feet between the islands and the mainland except

for a narrow 6-foot channel that closely follows the shore. This channel is obstructed by a 1-foot spot marked on the NW side by a buoy. Shoals extend 1 mile W from Little Summer Island. **Rocky Island** and several small bare spots are on this bank. **Little Summer Island Shoal**, with a least depth of 6 feet, is 1 mile SW of Little Summer Island. A shoal bank with depths of 10 to 19 feet connects the S end of Summer Island to

Poverty Island. The deeper water is close to Poverty Island. Summer Island is marked on the NE side by a light.

(1093) **Minneapolis Shoal**, with a least depth of 15 feet, is 6.2 miles S of Peninsula Point. **Minneapolis Shoal Light** (45°34.9'N., 86°59.9'W.), 82 feet above the water, is shown from a square cream-colored tower on a concrete base on the shoal; a fog signal is at the light. The light should be given a berth of at least 0.25 mile. **Drisco Shoal**, with a least depth of 9 feet, is 2.4 miles SE of Minneapolis Shoal Light and is marked at the S end by a lighted buoy. **North Drisco Shoal**, a boulder bank covered 17 feet, is 1.5 miles ESE of Minneapolis Shoal Light. Several 21- to 24-foot spots are in the vicinity. These shoals lie close to the track of vessels bound from Rock Island and Porte des Morts Passages to **Little Bay de Noc**.

(1095) From Peninsula Point, the shore is low and wooded for 7.2 miles NE to **Chippewa Point**. Shoals extend from about 1 to 2 miles offshore. From Chippewa Point NNE for 6 miles to **St. Vital Point**, numerous rocks awash are within 1.1 miles of shore. **Round Island**, 4 miles ENE of Chippewa Point, is surrounded by shoals, 0.7 mile to N and 0.5 mile to S. A shoal with least depths of 2 feet is 0.9 mile NW of Round Island, 1.7 miles from the adjacent mainland shore. **Ripley Shoal**, with a least depth of 1 foot, is 1.3 miles N of Round Island. **St. Vital Island**, 1 mile E of St. Vital Point, is connected to it by a shallow bank with depths of 1 to 4 feet and rocks awash.

(1097) **Nahma, Mich** contains the mills and docks of the American Playground Device Co. Three dilapidated docks extend about 450 feet into the bay, and E therefrom are the ruins of four other docks. There is a reported depth of about 12 feet between the docks, but they should be approached with extreme caution. The water is shoal on the W side of the W dock and on the E side of the E dock.

(1098) From Stony Point, the NE part of Big Bay de Noc extends NE for 3.8 miles to **Porcupine Point**, thence curves around through N to **Valentine Point** on the E side, thence extends SSW for 4.1 miles to **Ansels Point**. This part of the bay has central depths of 15 to 22 feet with gradual shoaling toward the shores. **Garden Bay**, on the S side of Ansels Point, has available depths of 8 to 12 feet and affords anchorage with protection from all but SW to NW winds. Between **Garden Bluff**, on the S side of Garden Bay, and **Middle Bluff**, white in color and 4 miles SSW, the shore is indented by a shallow bay. **Snake Island** is in the S end of the mouth of this bay, just N of Middle Bluff.

(1099) **Snail Shell Harbor**, a small cove just S of Middle Bluff, provides excellent protection for recreational craft. The entrance to the harbor is marked by a lighted bell buoy. In 1978, depths of 20 feet were reported in the entrance, with 10 feet along the W shore and 6 feet along the S shore. A Michigan State Waterways Commission dock with transient berths is in the cove. **Fayette, Mich.**, is a town at the head of the cove.

(1100) **Sand Bay**, the broad bight just S of Snail Shell Harbor, has deep water within 0.3 mile of shore. **Burnt Bluff**, on the S side of Sand Bay, is deep-to, and this trend continues S for 3 miles to the W point of Sac Bay. A small private artificial small-craft basin is on the W side of Burnt Bluff. Transient berths, water, and electricity are available.

(1104) Between Point Detour and Point aux Barques the E shore of Garden Peninsula is broken by bays and inlets opening to the E and S. Shoals extend about 0.8 mile S from Point Detour. A detached 16-foot shoal is 3.3 miles E of the first point N of Point Detour. From Point Detour to **Portage Bay**, 10 miles NE, the shore should be given a berth of 1 mile. Between Portage Bay and **Parent Bay**, 15 miles NE of Point Detour, rocks awash and shoals covered 1 to 6 feet extend as much as 2 miles offshore. Shoals extend over 1 mile SE from each side of the entrance to Parent Bay. Between the shoals, deep water extends to within 0.4 mile of the head of the bay. From Parent Bay E to Point aux Barques, shoals and rocks awash extend 1 mile from the bluff shore. At **Point aux Barques** (45°48.0'N., 86°21.0'W.) a shoal extends SE 1.5 miles

(1107) **Manistique Light** (45°56.7'N., 86°14.8'W.), 50 feet above the water, is shown from a red tower on a concrete base on the outer end of the E breakwater; a fog signal and a radiobeacon are at the light.

Table of Selected Chart Notes

Corrected through NM Mar. 20/04
Corrected through LNM Mar. 9/04

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.110" southward and 0.506" westward to agree with this chart.

NOTE E

LOCAL MAGNETIC DISTURBANCE

Differences from normal variation of as much as 16° have been observed near Escanaba in the vicinity of Lat. 45°44', Long. 87°04'.

PRINT-ON-DEMAND CHARTS

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NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz.
PULSE REPETITION INTERVAL

8970 89,700 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 8970-Y

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

NOTE D

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "I" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

CAUTION

POTABLE WATER INTAKE (PWI)

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Surgeon General (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

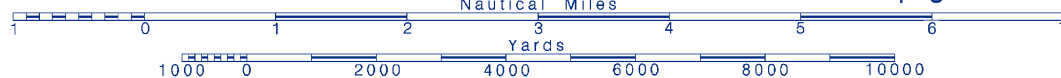
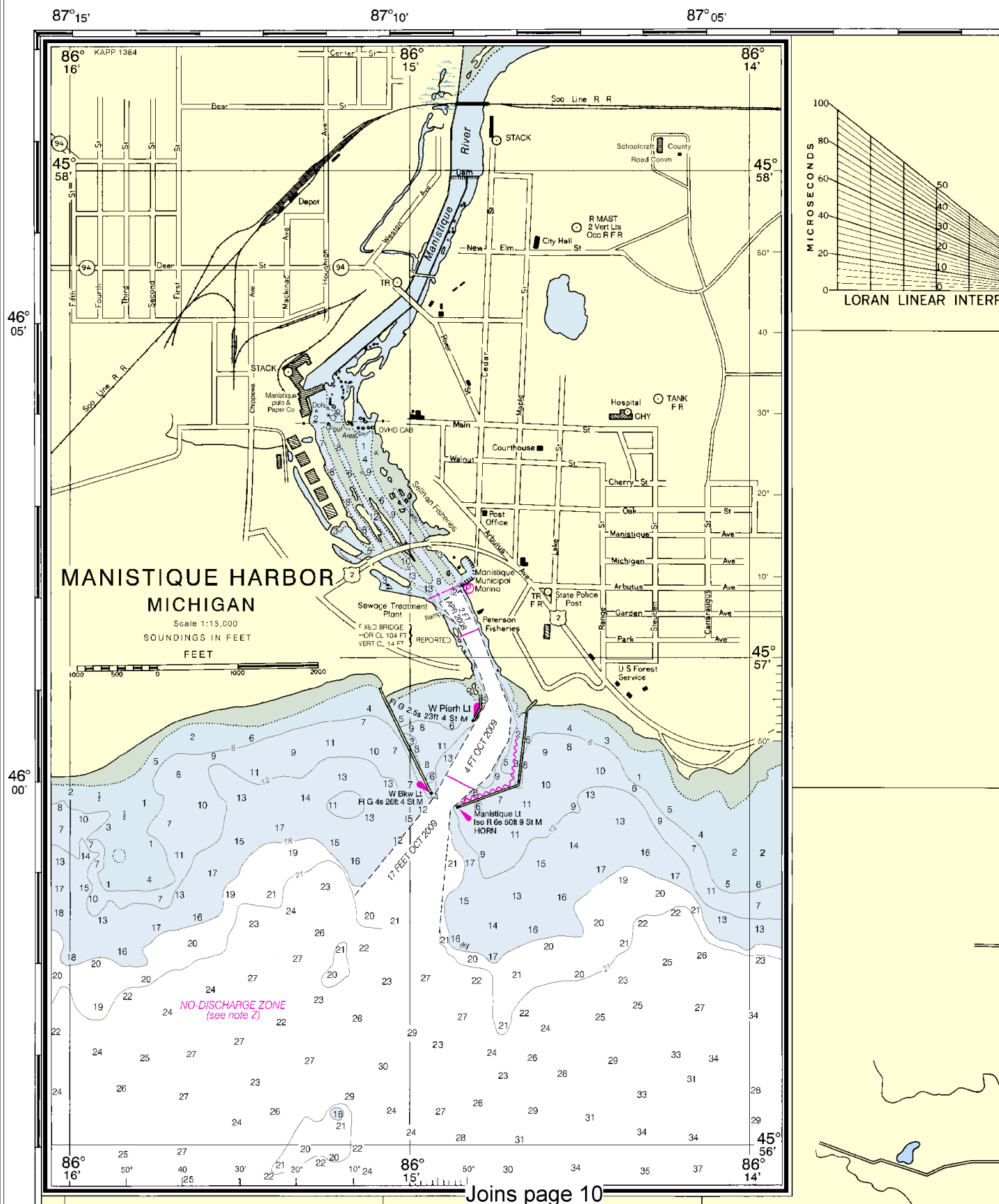
AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....577.5 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

86° 55'

86° 50'

86° 45'

86



UNITED STATES - GREAT LAKE
LAKE MICHIGAN-MICHIGAN

DUTCH JOHNS POINT TO FISHERY POINT

INCLUDING
BIG BAY DE NOC AND LITTLE BAY

Polyconic Projection
Scale 1:80,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov

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SUPPLEMENTAL INFORMATION

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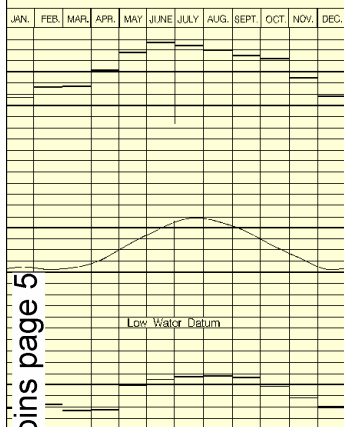
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LAKE MICHIGAN - HURON



Average levels (1993-2002)

Extreme Levels (period of record)

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NOTE E

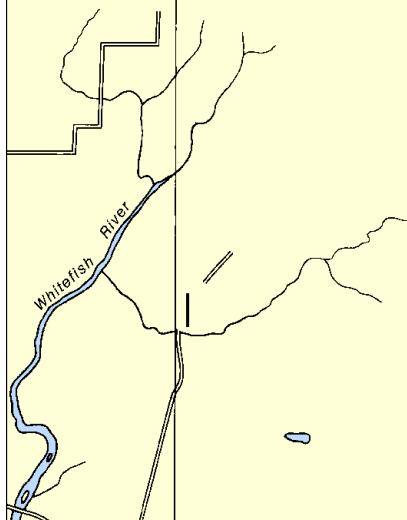
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Refer to charted regulation section numbers.



Joins page 12

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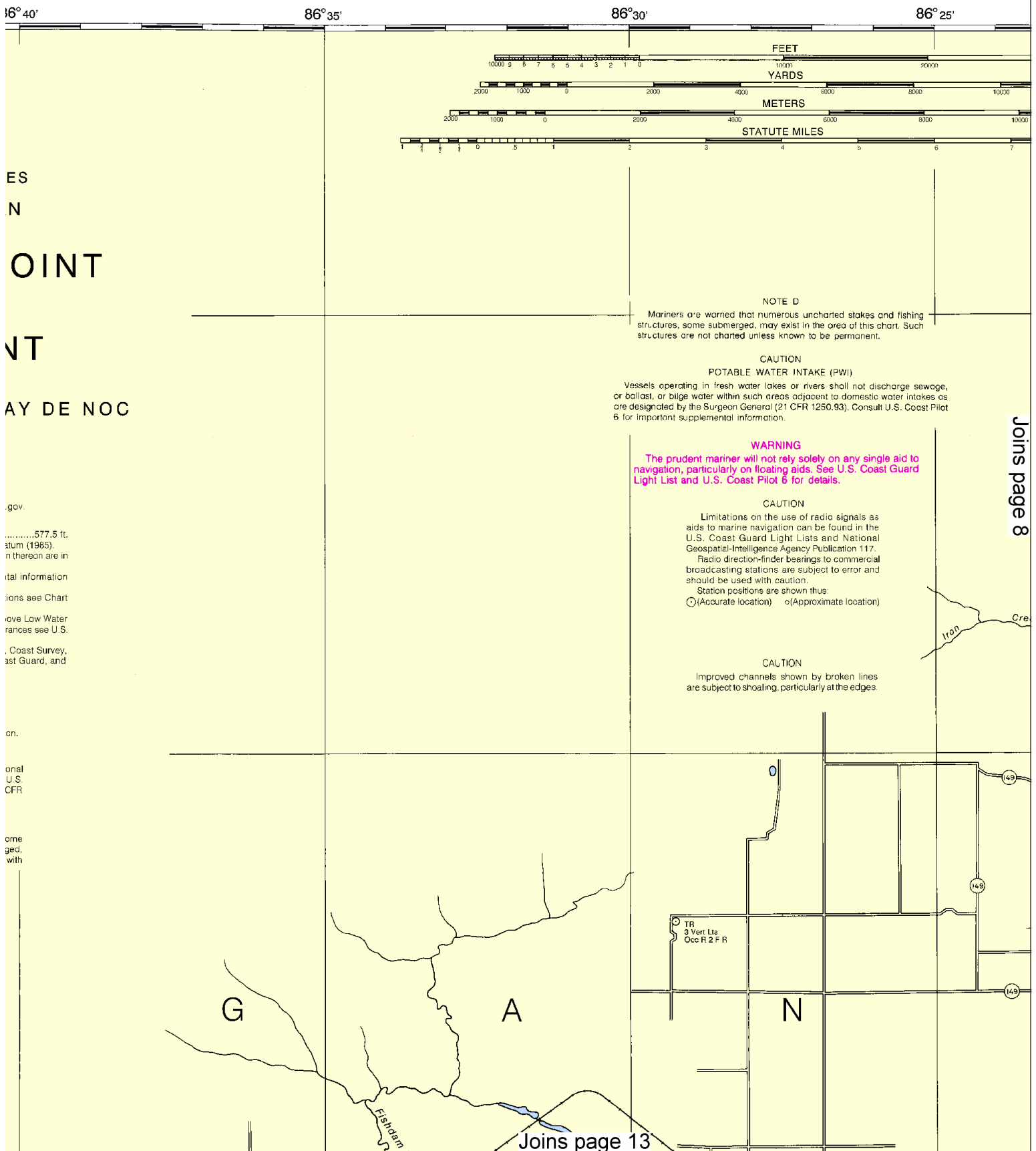


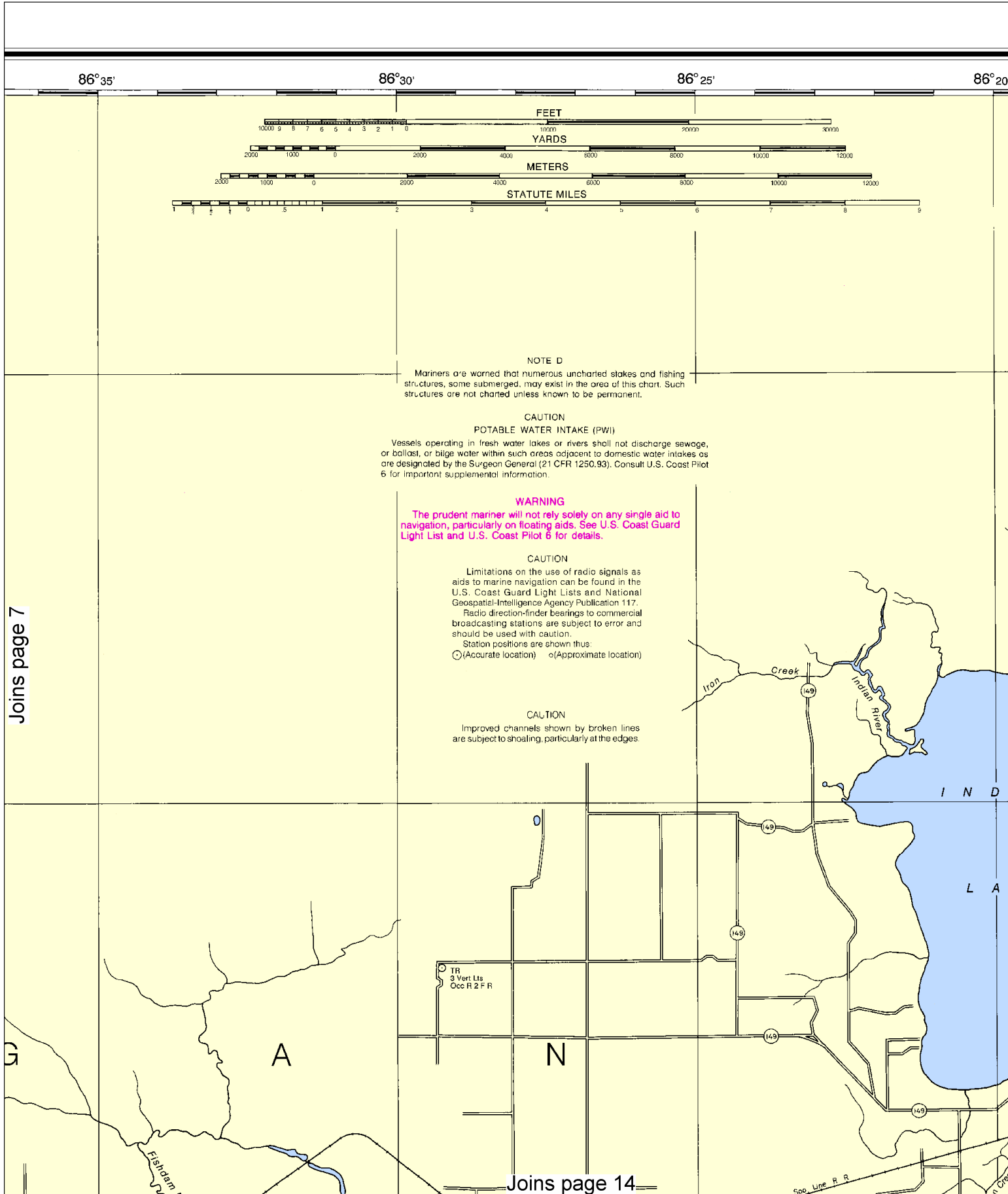
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SCALE 1:80,000

See Note on page 5.



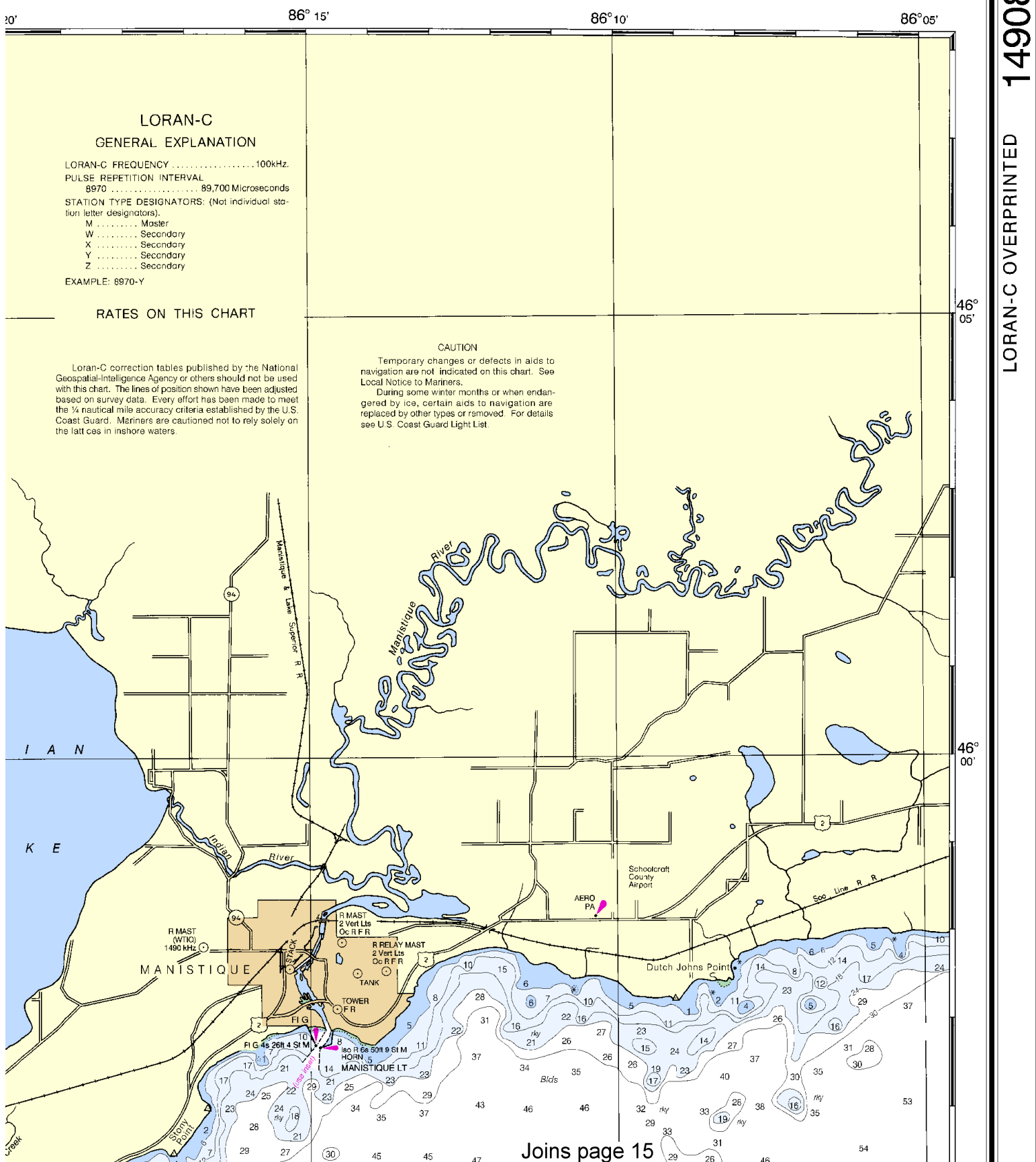


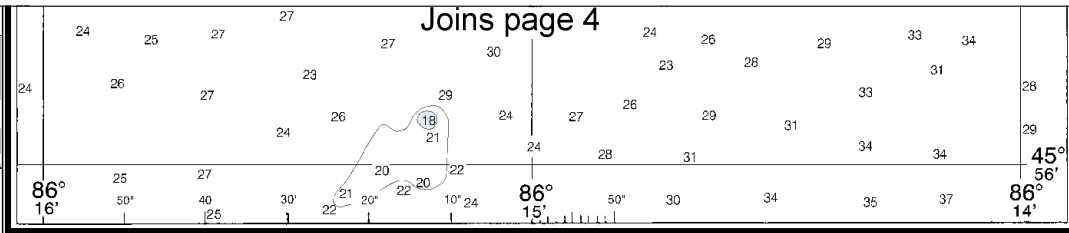


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See Note on page 5.

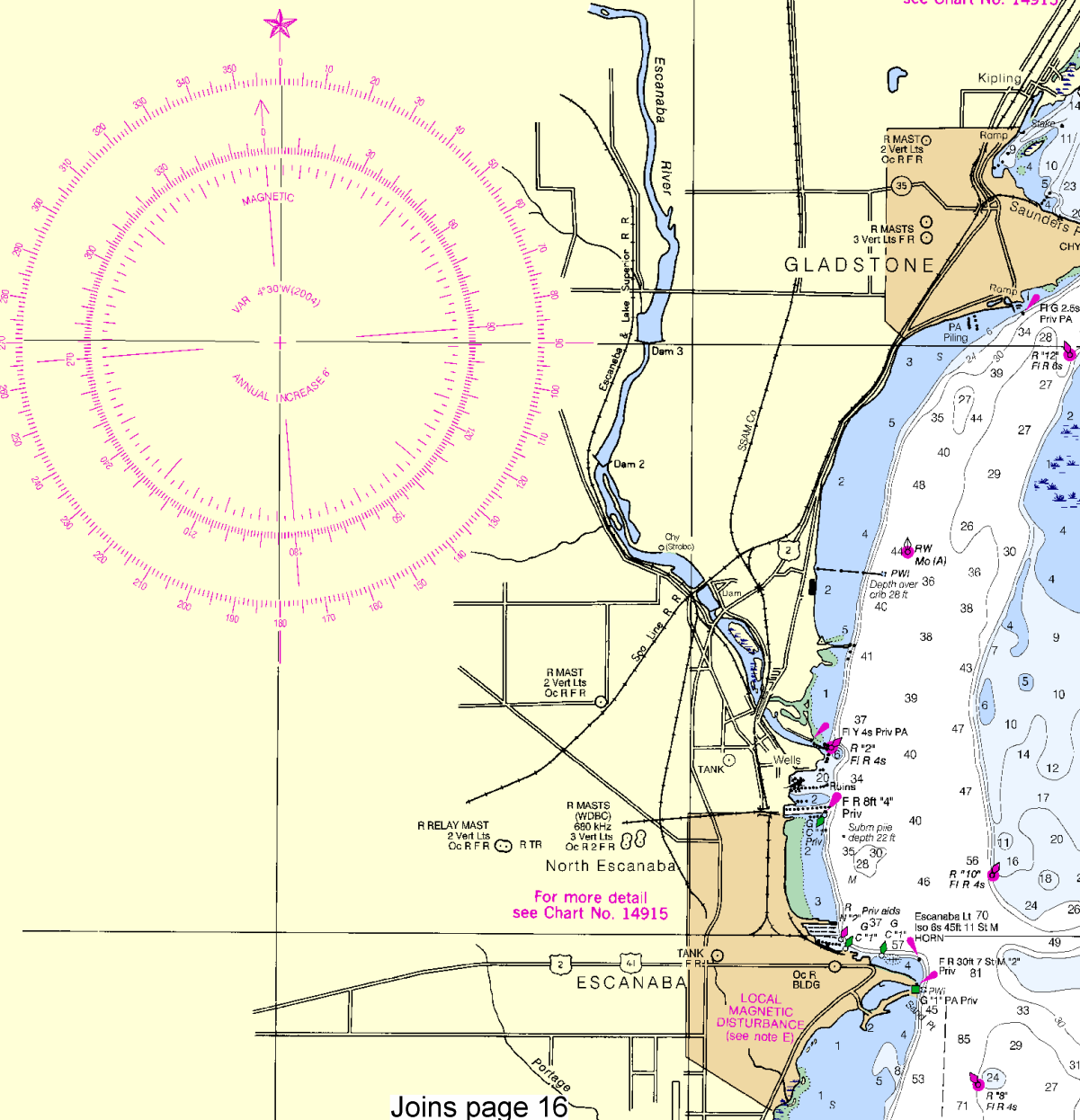
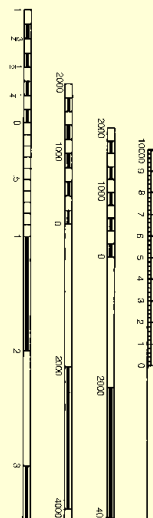




45° 55'

45° 50'

45° 45'



Joins page 16

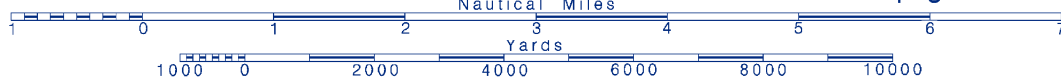
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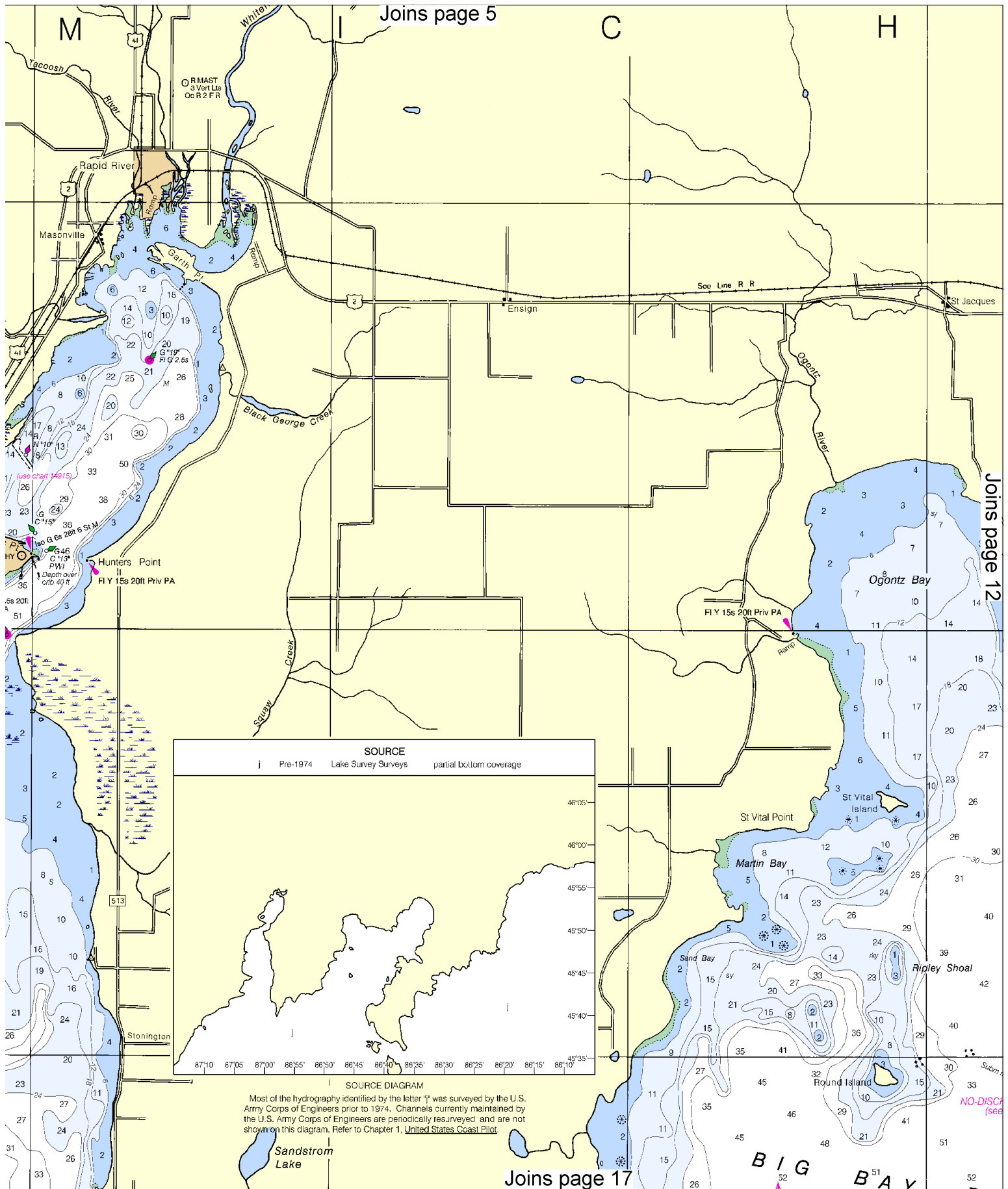


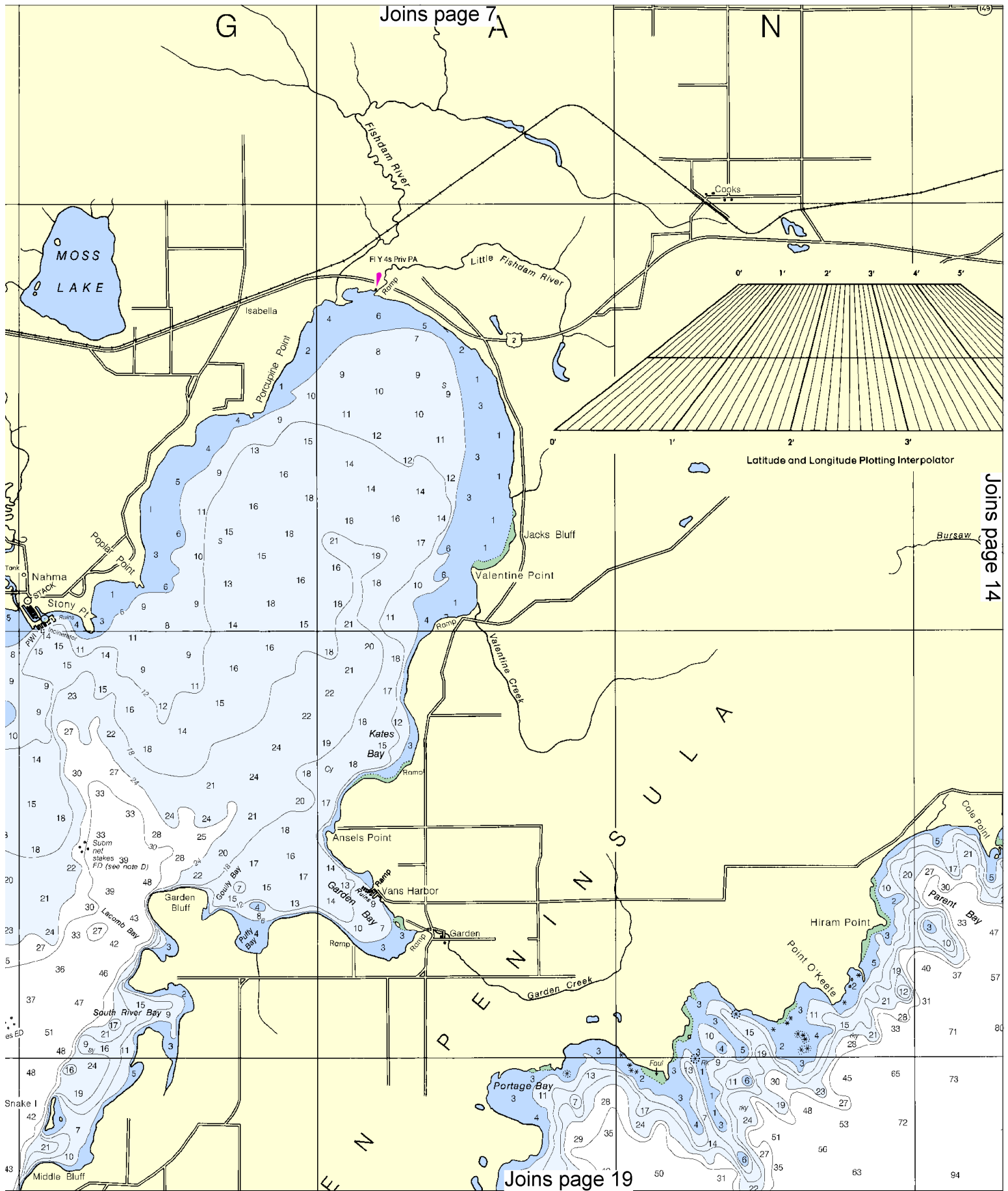
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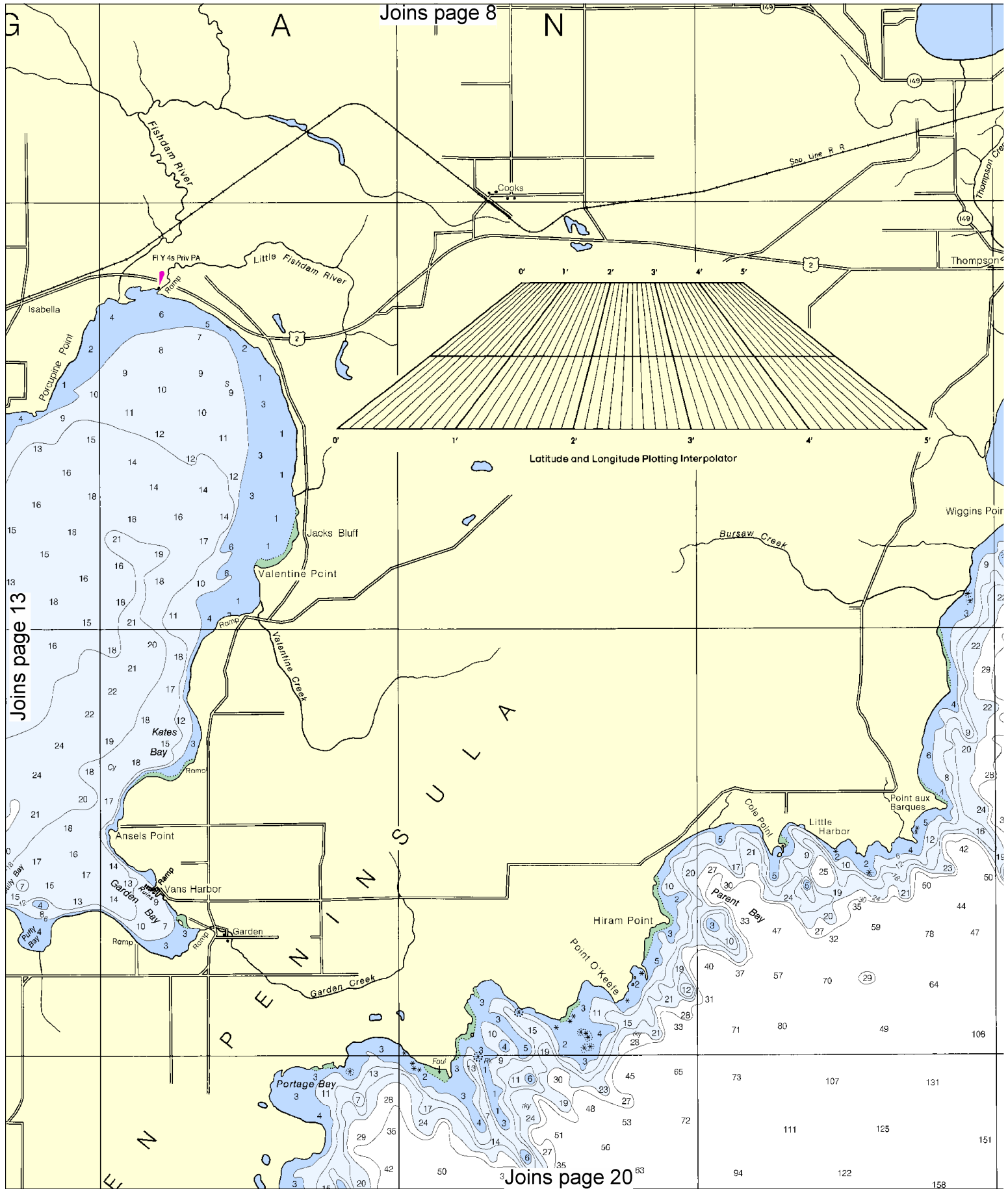
SCALE 1:80,000

See Note on page 5.









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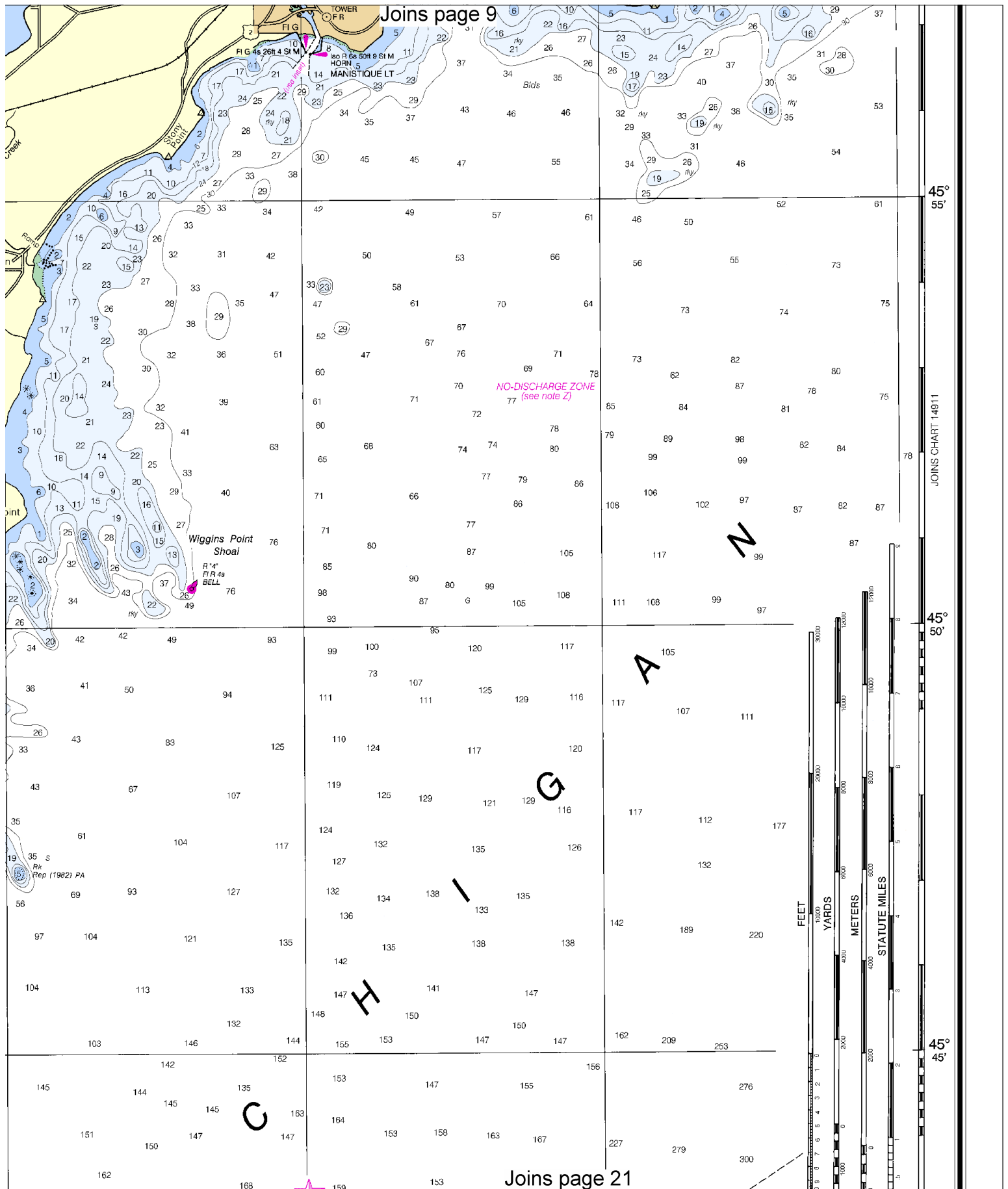


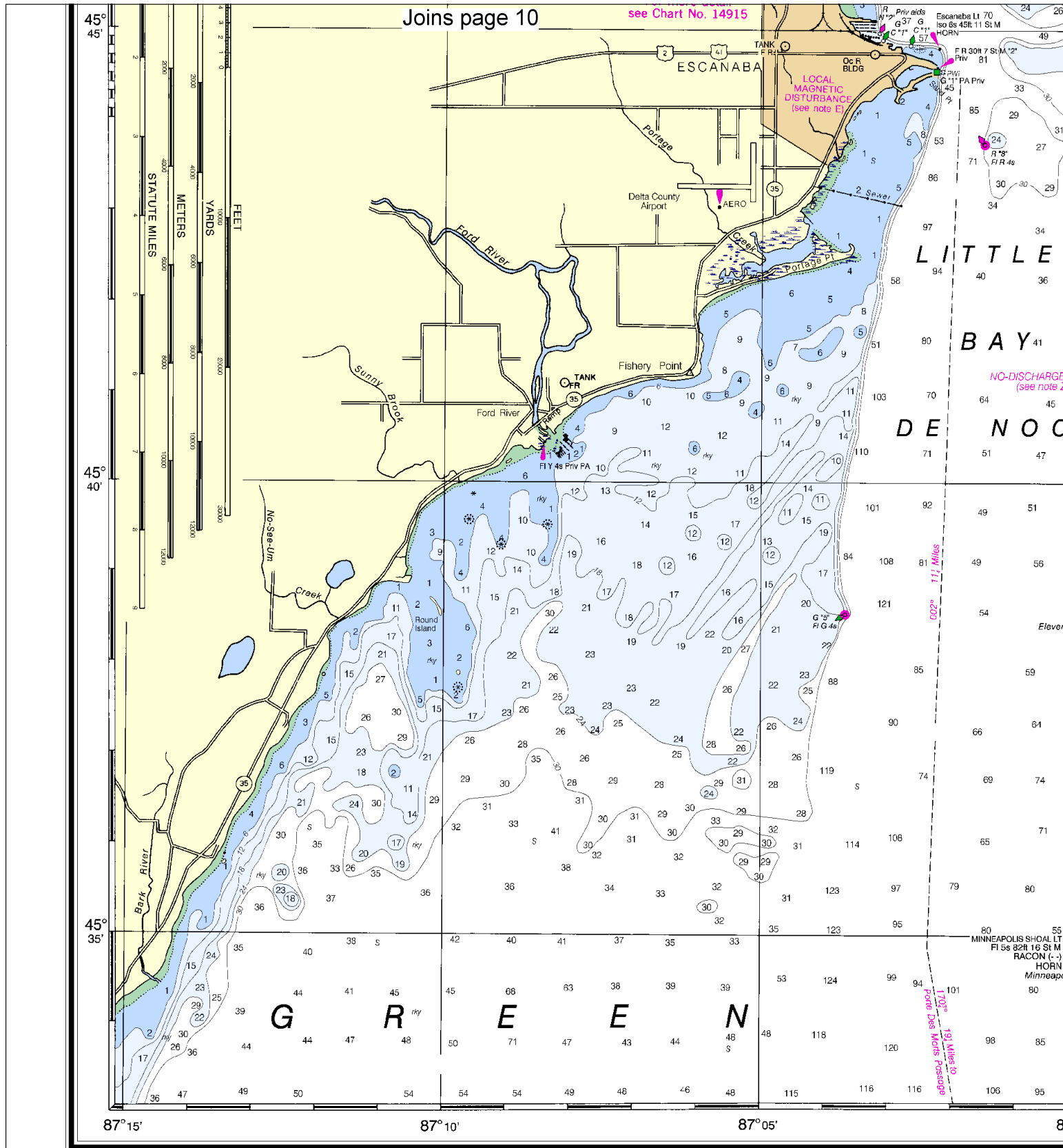
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SCALE 1:80,000

See Note on page 5.







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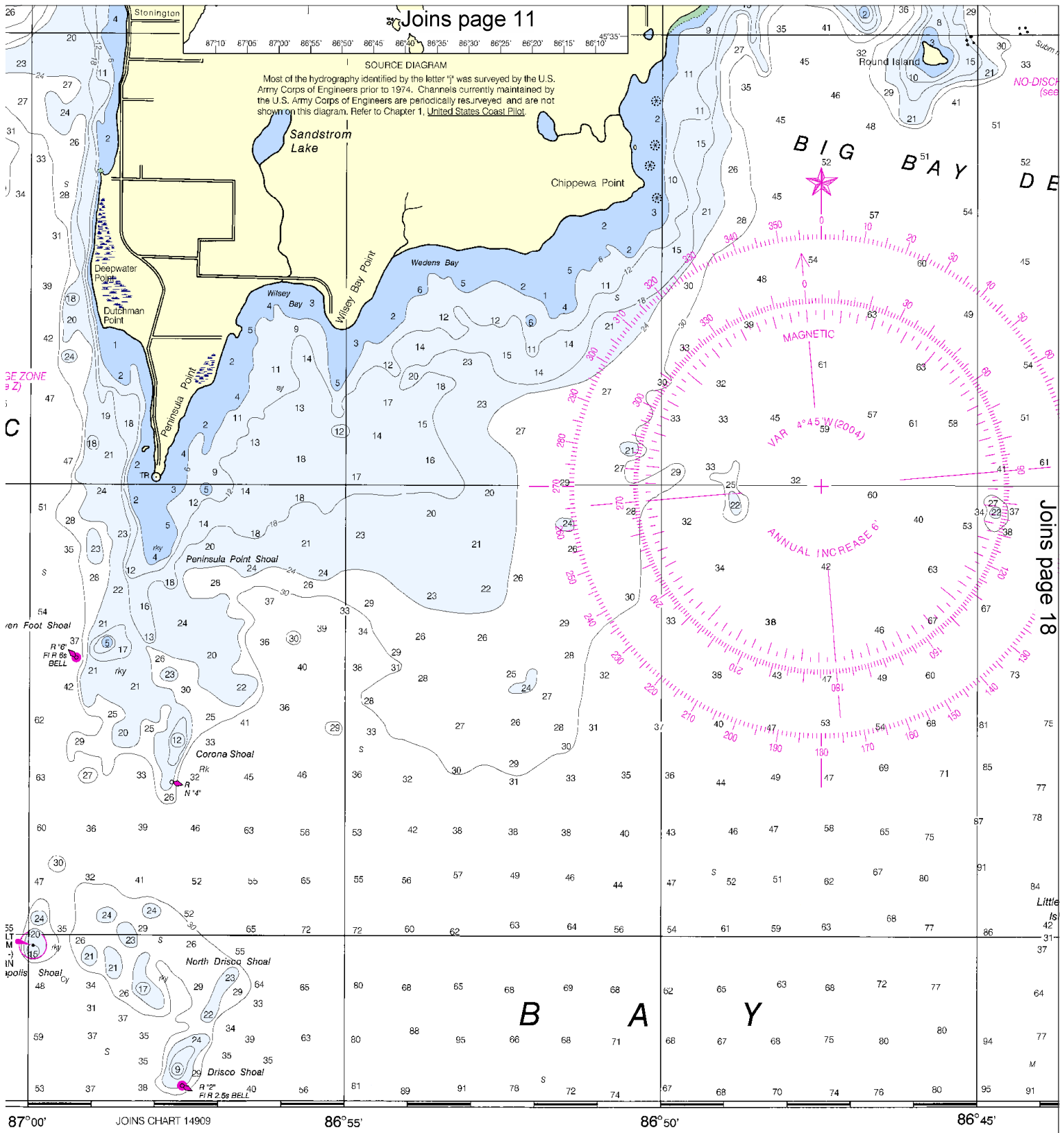


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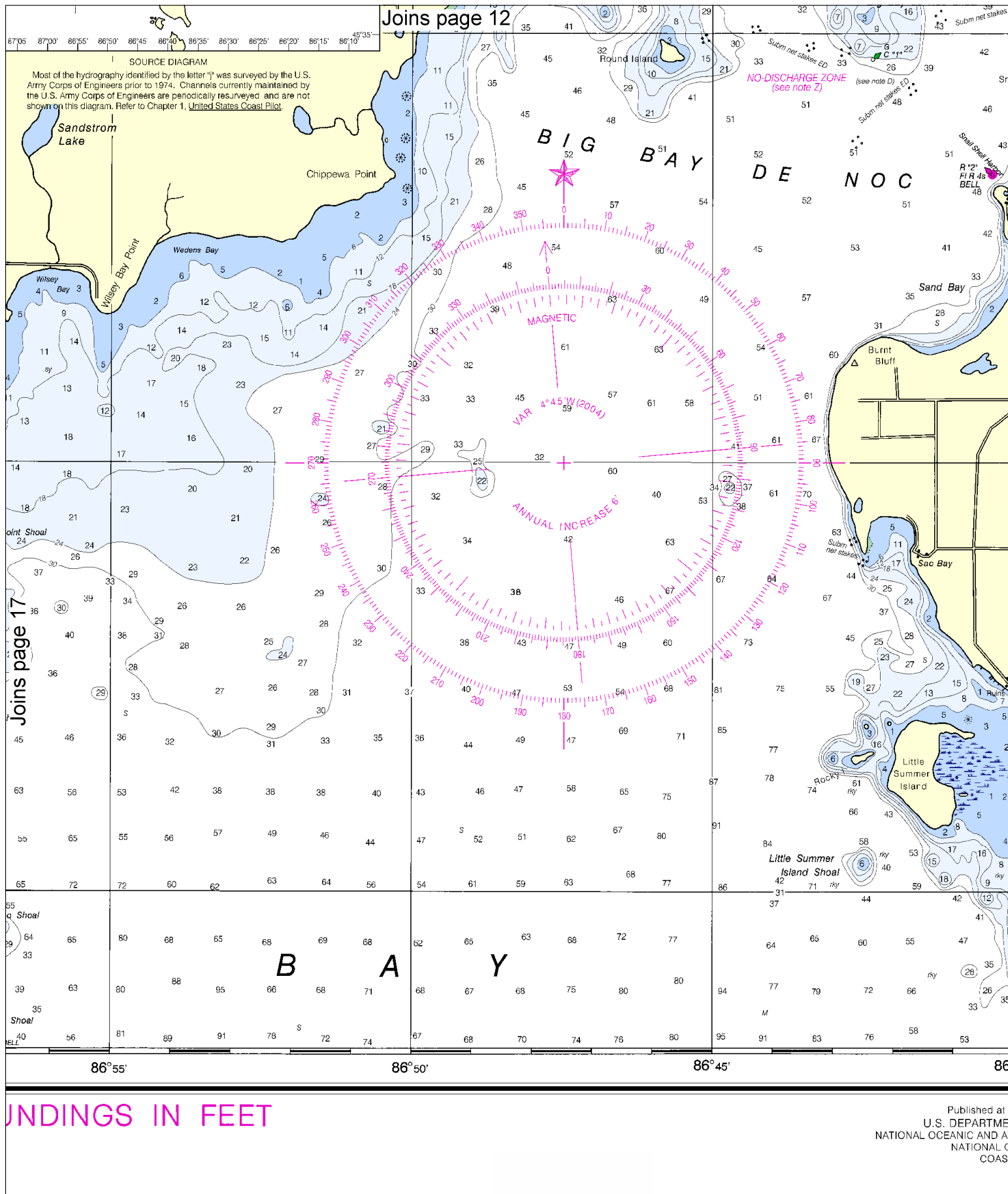
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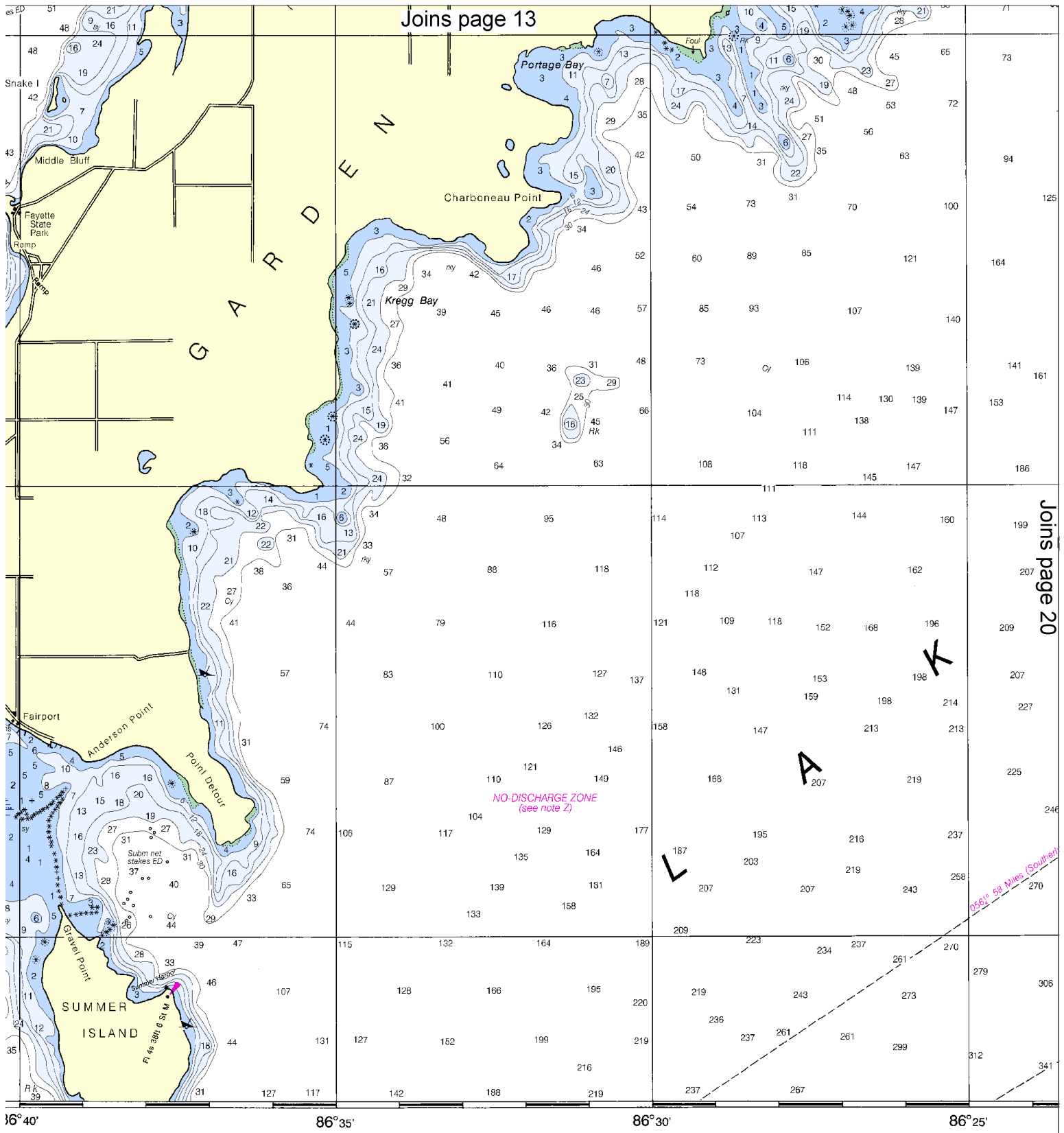
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VCS2), National Ocean

SOUNDINGS IN FEET



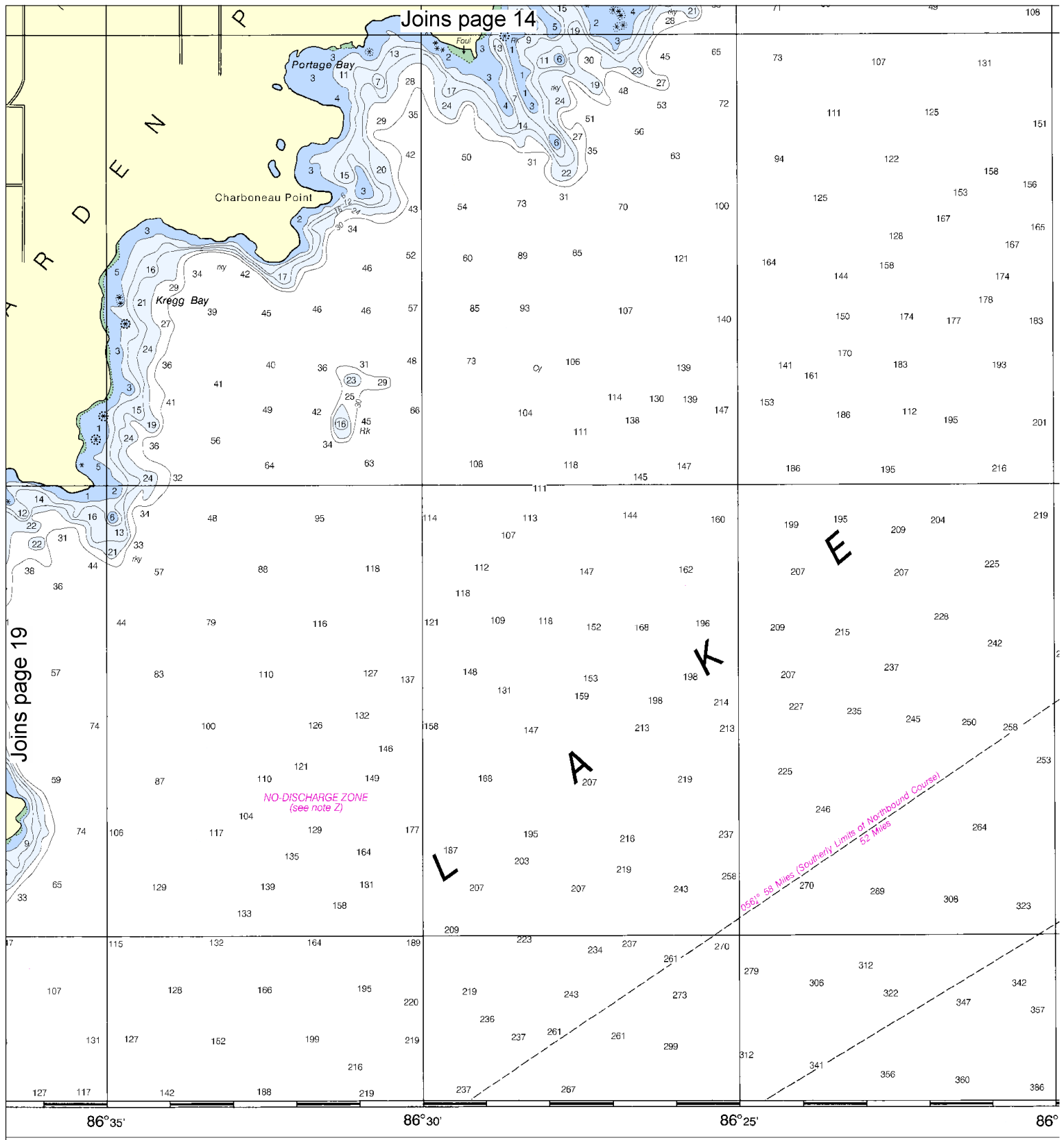
18





at Washington, D.C.
MENT OF COMMERCE
ATMOSPHERIC ADMINISTRATION
OCEAN SERVICE
ST SURVEY

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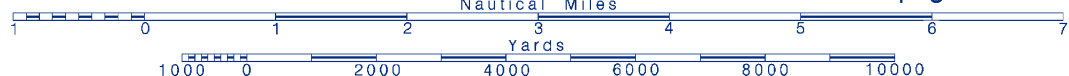
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FEET	6	12	18	24	30	36	42
METERS	1	2	3	4	5	6	7

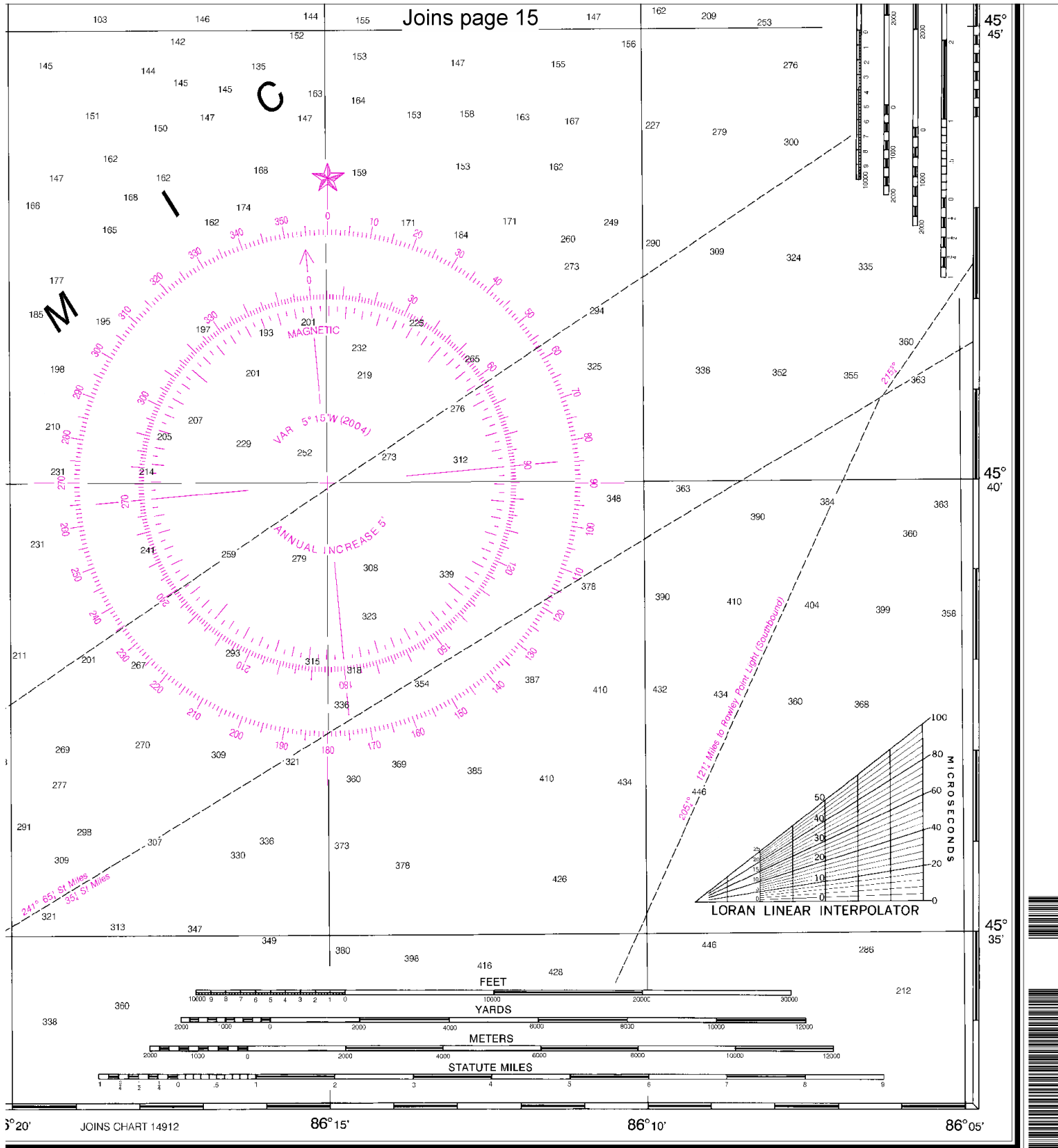


Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





Dutch Johns Point to Fishery Point
SOUNDINGS IN FEET - SCALE 1:80,000

14908
LORAN-C OVERPRINTED

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (RCC) – 216-902-6117

Coast Guard S & R (Sault Ste Marie) – 906-635-3236

Coast Guard S & R (Milwaukee) – 414-747-7182

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.